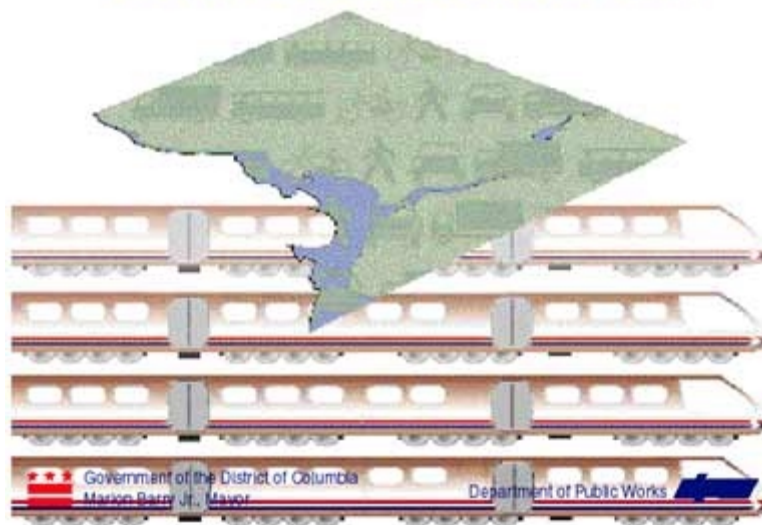




A TRANSPORTATION VISION, STRATEGY, AND ACTION PLAN FOR THE NATION'S CAPITAL



March 1997

**Prepared for the District of Columbia Department of Public Works
Cellerino B. Bernardino, Acting Director**



THE DISTRICT OF COLUMBIA
WASHINGTON, D.C. 20001

MARION BARRY, JR.
MAYOR

March 1997

We are happy to present the first Strategic Transportation Plan for the District of Columbia. The plan and the process that produced it are groundbreaking in a number of ways. The plan presents a vision for the District's transportation system twenty years out and a strategy and action plan for building towards realization of that vision, starting today. Both are based on the premise that transportation is neither an end in itself nor a slave to today's travel habits, patterns and trends. Rather, transportation systems are developed to help achieve larger societal goals, and transportation projects can both catalyze and support change. We believe that to revitalize the District, transportation investments must be made strategically to support and nurture the trends and practices that will strengthen the District's economy and improve its quality of life.

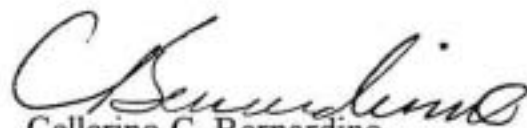
The plan is nationally pioneering. It is a product of the first application of scenario planning to an urban transportation system in the United States. Rather than accept bleak forecasts that merely extrapolate today's problems into the future, this planning process started with the future and worked back to the present. A large and diverse cross section of people helped develop alternative scenarios—future visions or end states, and the events over the next twenty years that would have to occur (and not occur) in order for these end states to be realized. This was done to learn about the forces influencing change and to identify the potential actions that might foster change in the desired direction. Many more people provided input and feedback in five formal public meetings, twelve planning workshops and dozens of presentations to and discussions with civic, professional and community groups.

The methodology was controversial in some quarters, but the process and the product have also been praised. We believe that it was the right process for the District at this point in its history, with all of the challenges that it faces.

We would like to thank the Federal Highway Administration for its financial and technical support of this planning effort, and look forward to working with FHWA on near term tactical implementation plans.

Sincerely,


Marion Barry, Jr.
Mayor


Cellerino C. Bernardino
Acting Director
Department of Public Works